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A POLICE SAMPSON.

...apa Handles Men as if They Were Demijohns.

... officer Palanapa last night ... in two Spaniards who were ... the street. When he arrested ... of the two the man's com... assaulted the officer. Palanapa ... took one in each hand and ... them to the station where ... were charged with drunkenness. ...napa has the reputation of being ... the strongest men on the force, ... one of the youngest, and only ... nights ago tackled a crowd of ... singlehanded and brought ... of them to the station house ... assistance.

ON THE REEF IN DAYLIGHT

Bark Dunreggan May Be A Wreck.

DRIVES ON THE BEACH OFF DIAMOND HEAD AND FOILS ALL EFFORTS

Several Tugs Try in Vain To Pull Her To Safety---Cargo Is Now Being Jettisoned By Fifty Men.

Under full sail, in broad daylight, the British bark Dunreggan, a large steel vessel from London, went ashore yesterday morning off Diamond Head while rounding that point of land and approaching the harbor.

"Diamond Head Charlie," the lookout at the lighthouse, was watching her dangerous sailing with anxious interest. He was considerably surprised at seeing a vessel venture so close to shore, but would have been more surprised had she escaped going on the reef after coming so close to the land. The Dunreggan was sighted early in the morning and was bearing down as is the custom of other vessels which come from the direction of Makapuu Point. As she started to round Diamond Head she was sailing along in fine style with all sails set and a fresh breeze, when she suddenly stopped dead, her sails straining at the yards. It was immediately evident to "Diamond Head Charlie" that the big vessel had struck the reef and had gone ashore in almost exactly the same spot where the Gainsborough, now the Diamond Head, struck some time ago. The Gainsborough was the last vessel to get aground in that vicinity.

When the Dunreggan stuck hard and fast in the sand she was almost half a mile from the shore. She rolled slightly at first and then swung quickly around with her bow pointing directly out to sea. The point at which she struck is just midway between the lighthouse and the signal station. The Dunreggan is heavily loaded with cement, firebricks and fertilizer. Her cargo is consigned to the Hawaiian Fertilizer Company.

The news of the accident was immediately telephoned to town by "Diamond Head Charlie," and lively scenes ensued along the waterfront. Tugs and launches and sail-boats were hastily put in readiness to hasten to the scene of the trouble, the tugs to lend assistance and earn salvage, the launches to convey interested parties to the scene and the sail-boats to carry the curious who were anxious to get a sight of the Dunreggan lying helpless on the reef, a magnificent vessel, carrying a valuable cargo, which was evidently to meet serious disaster after a long and tedious voyage from far away London.

How such a strange thing could possibly happen is something beyond the powers of explanation of the saltiest of salts on the waterfront. The charts and maps aboard the Dunreggan must surely have shown her captain his dangerous nearness to the reef upon which he struck long before the accident occurred. When the bark struck there was a stiff breeze off shore and the sky was overcast. There was a strong current shorewards.

The tug Eleu was the first boat on the scene, and the steamer Mokolii, which was working on wreckage, left on the spot where the William Carson was, for the Wilder Steamship Company, started for the Dunreggan as soon as it was evident that she was hard and fast on the reef. From where the Mokolii lay the masts of the bark Dunreggan could be seen over the lower point of Diamond Head and those aboard the little steamer came to the conclusion that she must be ashore.

Very little anxiety seemed to be displayed by Captain Honeyman of the Dunreggan, for when the tug Eleu and the steamer Mokolii made their approach he was apparently not over-anxious for help. When the Eleu went as near to the Dunreggan as she dared and threw a line aboard, the sailors of the bark commenced hauling away on the line but were stopped by an order from Captain Honeyman, who then informed Captain Hilbus of the Eleu that he wished to make terms with the tugboat. Hilbus replied that he couldn't very well make terms just then but that he would do everything in his power to save the Dunreggan. Captain Honeyman was not inclined to look on the matter in that light, and so informed Captain Hilbus, whereupon the Eleu's men hauled in the line and the tug put back to port.

Then the little steamer Mokolii, commanded by Captain Napela, approached pretty close to the British bark and offered her help, but Honeyman declined assistance. All this time the Dunreggan was making water—slowly, to be sure, but it was impossible to ascertain the amount of damage done to her bottom, and as she was rolling a little, it was not at all improbable that the motion of the vessel on the reef might increase any damage to her plates already inflicted by the rocks.

While the Eleu and Mokolii were offering their assistance to the stranded bark, the Hawaiian Fertilizer Works people ashore, the agents for the Dunreggan, were making arrangements for the tug Fearless to go out.

Shortly after 10 o'clock the famous San Francisco tug Fearless, Captain Gilbert Brckaw in command, arrived off Diamond Head ready to show the strong stuff of which she is made. As she steamed at full speed towards the threatened bark she met the Eleu and Mokolii returning with the report that Captain Honeyman had declined assistance. The terms which Captain Honeyman wanted the Eleu and Mokolii to agree to were that the matter be submitted to arbitration in the event of the vessel being saved and that no payment was to be made should the attempt to save the Dunreggan prove a failure.

When the news of the accident reached the city, the tug Fearless was practically laid off. It was not intended by her owners to put her in commission until today, and she was lying at the Oceanic wharf with all her machinery disconnected and no steam up. The crew was engaged in giving the Fearless a general cleaning up, but, notwithstanding her condition, the Fearless got ready for active service in a wonderfully short space of time. When she started for the Dunreggan she had aboard George R. Carter, representing the consignees, and W. M. Giffard and Fred. Whitney of Wm. G. Irwin & Co. The two latter gentlemen were not going to be left behind on this the first commission of their new tug in Hawaiian waters. She did splendidly, although she had a very choppy sea and was steaming against a strong breeze.

It was dangerous work for the Fearless to approach the Dunreggan, on account of her nearness to the shore. Captain Brckaw backed very slowly towards the vessel, taking soundings every few yards. Six fathoms were noted, then five, four and three and a half. By this time the tug's stern was close to the bark's bow.

The wind off shore was strong and steady and the sea was unusually rough for that vicinity. The steadiness of the Dunreggan's rolling and the absence of any pitching on her part plainly indicated that she was settled down hard and fast on the reef. The bark was still pointing her bow out to sea and was gently rolling with a heavy swell. Big waves broke up against her sides, showering the wind-

(Continued on Page 3.)

THE WALLS OF PEKING

Impregnable If Well Defended.

PIERCED BY NINE GATES

The Allied Troops Will Face the Most Trying Season of The Year.

Remote, unfriended, melancholy, slow, is the region between Taku (at the mouth of the sinuous Pei-ho) and the far-famed capital of the Celestial Empire. For the first twenty-seven miles it is particularly depressing, constituting, as it does, from the coast to Tien-Tsin, one vast mud-flat, unrelieved by tree or hillock. From the great treaty port of the north of China to Peking itself, a distance of eighty miles, the land is fairly well cultivated, but the only objects on the landscape between the various villages are the kraal-shaped tombs of the Chinese, who bury their dead in meadow or garden quite regardless of locality.

In the pre-railway days, there were three methods of traveling from the coast to the capital—the first by boat, the second by cart, and the third on horseback. Usually the first part of the journey, as far as Tien-Tsin, could be performed by water, provided the vessel drew no more than eleven feet of water. But even vessels of small tonnage, under the best pilotage, would get hopelessly stuck in the mud. Some plucky passenger would then ride to Tien-Tsin, purchasing a straight-necked, badly broken-in pony in the nearest village, and having run the gauntlet of curious eyes in the towns en route would send down flat-bottomed craft to relieve the vessel of her cargo and so enable her to float again.

TIEN-TSIN TO PEKING.

In the old days a fairly reliable service of springless carts could be obtained between Tien-Tsin and Peking, but no traveler with any regard for his bones would ever tempt Providence by riding in them. With every revolution of the wheels they threatened to dislocate every bone in the body. Drawn by two mules, these carts reached Peking in two days. After passing Yang-Tsun, which is sixty li, or about twenty miles, from Tien-Tsin, the road and the present railway part company, the former trending to the east of Nan-Hai-Dsy, the Emperor's great hunting ground, and the railway to the west. The only towns in which the traveler by road could hope to obtain refreshment for man and beast were Yang-Tsun, Ho-hsi-wu (forty miles from Tien-Tsin), and Maton (about fifty-three miles from Tien-Tsin). From the latter village to Peking is a distance of twenty-seven miles, the direct road running through the village of Hsin-ho, an almost impassable route in some seasons owing to heavy inundations. These occur in the autumn, and then it is necessary to take a more circuitous route through the village of Chang-chia-Wau, a place which is of especial interest at the present moment in consequence of its having been the spot where the last stand was made by the Chinese army prior to the entry of the allied troops into the capital in 1860.

The old order, much to the disgust of the more conservative native, has latterly given way to the new. The vigorous railway policy inaugurated by Li Hung Chang, and carried out in the face of untold difficulties by Mr. C. Kinder, has rendered the journey now one of comparative ease. From Tang-ku, a village situated about a mile from the forts which were destroyed recently, a single-track line runs to Tien-Tsin, with two stations on the way. From there to the capital it is a double line. The stations and distances are as follows:

Name of Station—	Distance from Tien-Tsin—Miles.
Tien-Tsin	....
Yang-tsun	17.88
Tcfah ...	31.09
Langfang	40.40
Anting	53.64
Huang-tsun	64.47
Fengtai	74.88
Ma-kia-pu	80.00

The most important piece of engineering work on the line is the bridge which crosses the Peiho at Yang-Tsun, and this station is one of great importance, as the line's workshops, second only in size to those at Tangshan, on the Shan-hai-quan line, are situated there. There can be very little doubt that both the bridge and the workshops are destroyed. From this point the railway takes a northwesterly and not a northerly direction, as most of the maps recently published have shown it.

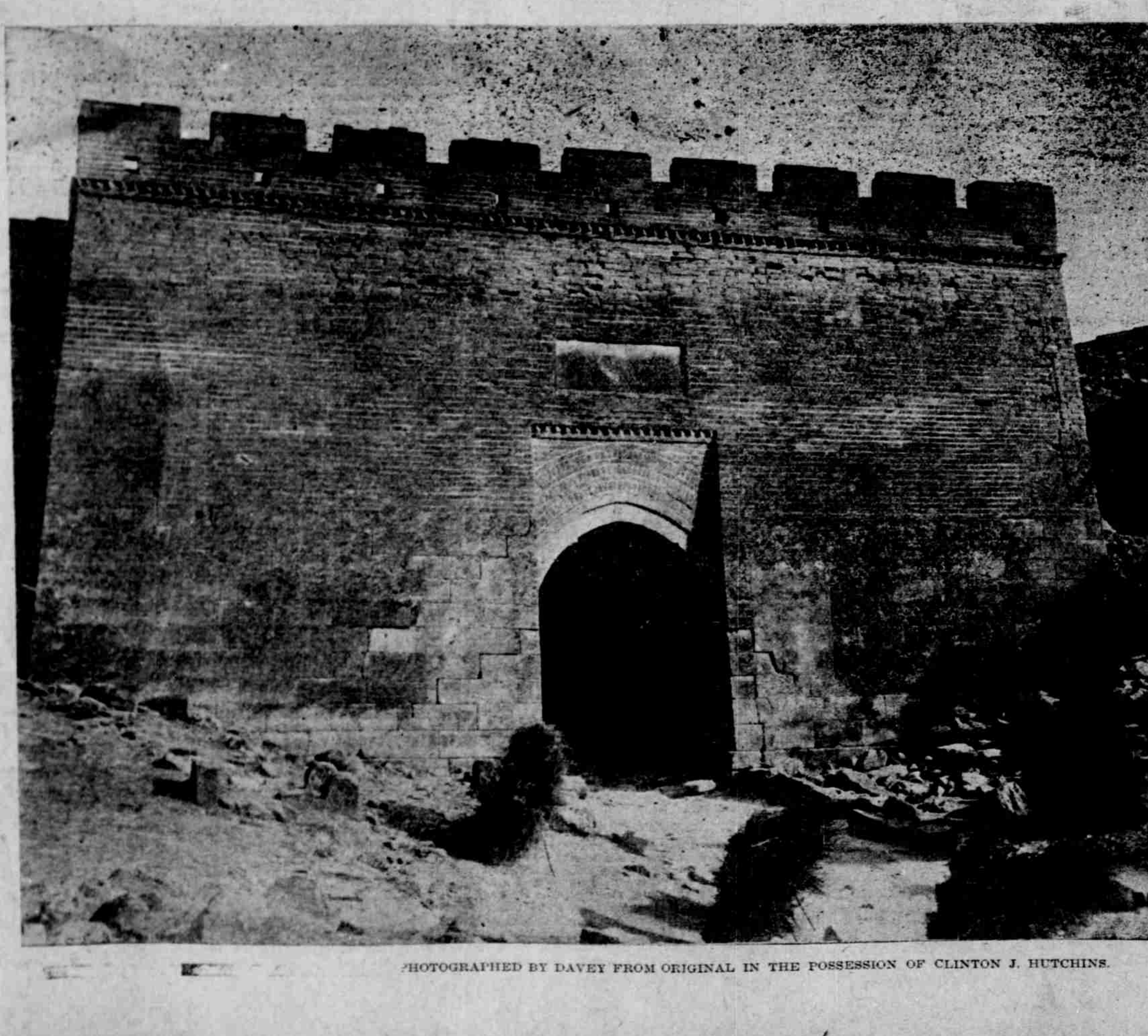
THE PRINCIPAL GATE TO PEKING.

The terminus of the line, Mia-kia-pu, is near the southern and principal entrance to Peking, known as the Yung-ting-men gate. A huge pagoda surmounts the wall at this point, the embrasures of which are filled in with panels painted to represent cannon, while in the chambers of the pagoda are several old field pieces in a hopelessly rusty condition. In the hands of modern troops the city would be almost impregnable. The walls, which have a stone foundation, are fifty feet thick at the base, thirty feet thick at the summit and about forty feet high. They are defended by massive buttresses at intervals of 300 yards, and there are nine gateways of enormous size leading into the city. Each gate has on the outside a square enceinte, in which a somewhat smaller tower stands opposite to the gate tower. The total circumference of Peking is about 20¾ miles, and the area about twenty-five square miles.

The climate is very similar to that of New York, which lies almost in the same degree of latitude. From the middle of November to the beginning of March it is extremely cold, the thermometer sinking in December, January and February as low as five degrees Fahrenheit. The region is visited by frequent storms, the sand and dust of the plain rise in great clouds, and it is extremely trying to travelers. Communication by sea is interrupted for three months, from December to March. Spring opens suddenly, and in May the thermometer rises to 95 degrees Fahrenheit. June is cooler, and in July the rainy season sets in, and lasts until the beginning of September. The rainfalls are of different duration and force, but the heat, in spite of them, is very intense, and frequently exceeds 100 degrees Fahrenheit.

It will be gathered therefore that the allied troops will be confronted by the most trying period of the year, and taking into consideration the fact that the country contains no food supplies fit for consumption by Europeans, the campaign is likely to be a very arduous one.

ONE OF THE GATES IN THE MARVELOUS WALL OF PEKING CITY.



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